



TRANSPORTATION SYSTEM

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TRANSPORTATION SYSTEM

GOALS:

- Provide an adequate circulation system to serve residents, visitors and employees to La Jolla's downtown commercial, recreational areas and community facilities by promoting the use of public transit and/or shuttle service as an alternative form of transportation within the community.
- Reduce traffic congestion in La Jolla by increasing the efficiency of public transit, by promoting safe and pleasant bicycle and pedestrian routes, and by providing physical and operational improvements to the existing circulation system.
- Improve the availability of public parking in those areas closest to the coastline as well as in the village core through a program of incentives (such as peripheral and central parking facilities, parking programs and improved transit).

BACKGROUND

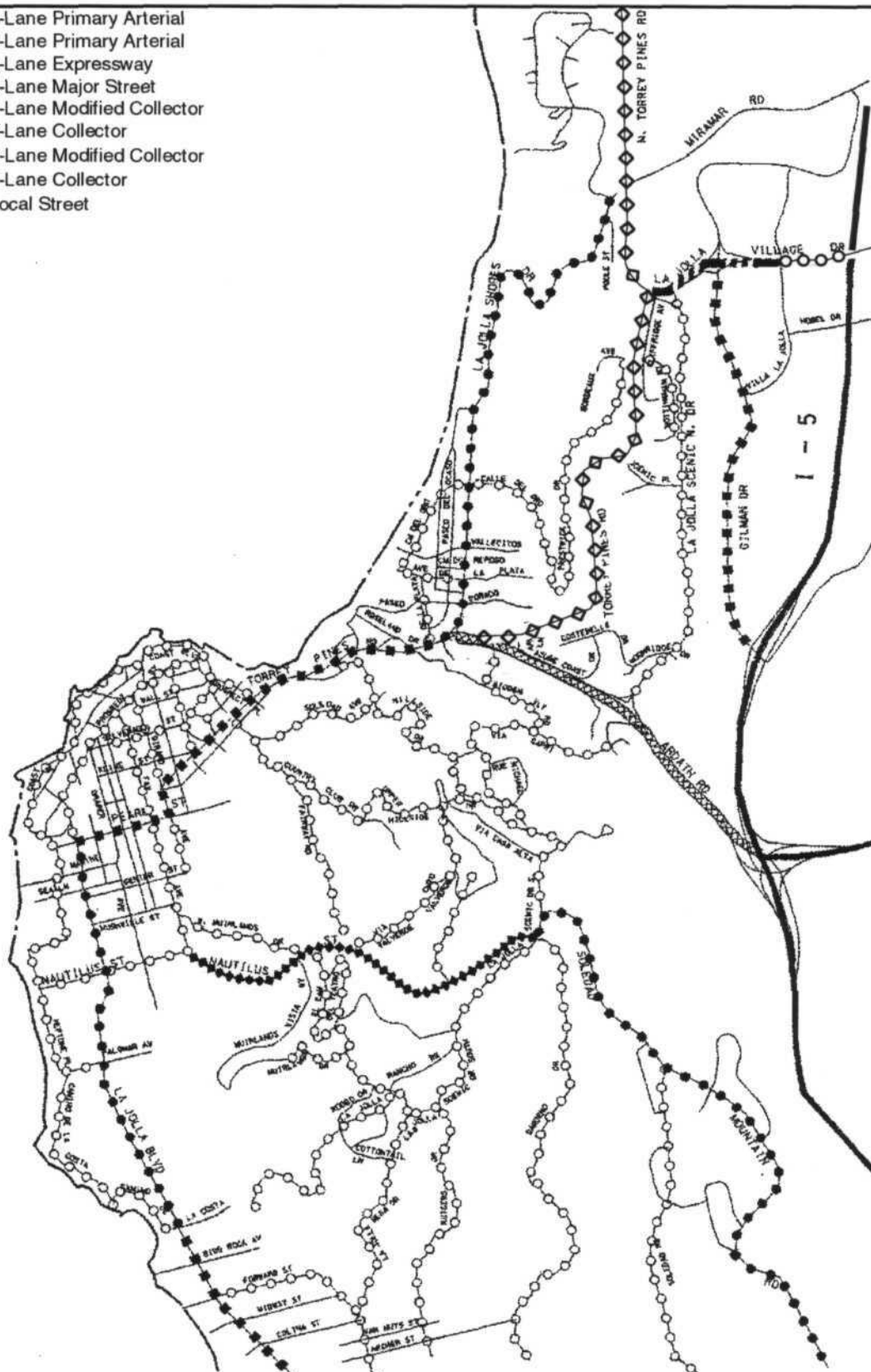
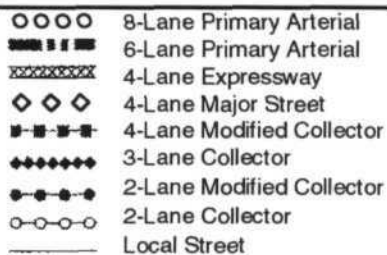
The circulation network of La Jolla is composed of major, collector and local streets arranged in a grid pattern within the village area and contoured on the slopes of the community to the east. Interstate 5 and State Highway 52 provide freeway access into La Jolla. The community-based circulation system is heavily used as a coastal access route on several key streets including La Jolla Shores Drive, Torrey Pines Road, Prospect Street and Coast Boulevard. Because of this, some streets carry large traffic volumes (see Figure 11).

The community is served by two public transit routes, 30 and 34/34A. Route 30 provides "express" service from downtown San Diego to Mira Mesa with stops through La Jolla, and Route 34/34A, which operates between Centre City and University Town Center, provides local bus service through the La Jolla community (see Figure 13).

La Jolla's bicycle system consists of a regional network of signed bike routes that connect La Jolla to adjacent communities and a local

network that provides access within the community on selected neighborhood streets, and through La Jolla to the beach and shoreline areas (see Figure 14). The grid network of streets also serves the pedestrian in the community, providing the same choice of alternative routes for travel. Those streets that are most used by pedestrians are the commercial streets that contain a variety of retail uses and activities, and that exhibit a development pattern that is pedestrian-friendly, with buildings set close to the sidewalk, and some park benches. Examples of streets exhibiting these characteristics include Girard Avenue, Fay Avenue, Prospect Street and Avenida de la Playa.

In July 1993, a transportation study was completed in association with the 1995 *La Jolla Community Plan*. This Transportation Study indicated that a single intersection in La Jolla operates with substandard level of service as noted in Table 1. Level of Service (LOS) measures traffic congestion at intersections at peak hours of traffic flow.



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Figure 11

In short, a Level of Service of “A” describes unrestricted movement, whereas a Level of Service “F” describes highly restricted movement. A Level of Service “D” or better is considered acceptable by the *City of San Diego Progress Guide and General Plan*.

TABLE 1: LEVELS OF SERVICE

Intersection Location	Level Of Service
Torrey Pines Road/ La Jolla Shores Drive	F

The Transportation Study recognizes that there are economic and environmental constraints to achieving acceptable Levels of Service for the community’s congested intersections, as well as public opposition to road widenings in general, as they could disrupt the community character. As a result, the study recommends the creation of a balanced multi-modal transportation system and roadway improvements that are practical and cost effective. Figure 12 identifies the amount of traffic projected over the next twenty years with the implementation of improvements as recommended in this plan.

POLICIES

1. The City should not widen existing streets or construct major roadways into La Jolla which would result in an increase in existing traffic volumes into the community. Improvements to La Jolla’s street system should be made in a manner that facilitates traffic circulation without disruption of the community character or existing patterns of development.
2. The Metropolitan Transit Development Board should implement the “Transit First” network of projects to improve transit service. The Transit First network is a strategy for the future characterized by a rich network of high speed routes, 10-minute service frequency; extensive use of transit priority measures, walkable community designs, stations integrated into

neighborhoods and customer focus in services and facilities. Improvements in La Jolla should include neighborhood shuttles and convenient linkages from La Jolla to other points in the region.

3. The City should promote the use of transit, and require bicycle and pedestrian related amenities in the design of commercial redevelopment projects that are processed with discretionary permits.
4. The City should consider a reduction in parking requirements for commercial projects that develop transit-oriented development standards and/or incorporate transportation demand management programs.
5. The City should improve bicycle transportation in the community to promote transportation alternatives.
6. Roadbed expansions (for bikeways) should not harm the geological stability of coastal bluffs or create a need for shoreline protection.
7. The City should explore traffic calming methods for the Bird Rock area of La Jolla Boulevard as well as other areas of La Jolla where traffic speed is needed to be reduced in order to enhance safety. These methods should include but not be limited to traffic signals and stop signs, together with identified pedestrian crosswalks, at appropriate locations and intervals along major roadways parallel to the shoreline, in order to facilitate safe pedestrian access to the shoreline.
8. The City should consider provision of public parking facilities and other parking incentives in the village area.
9. The City should require parking for all proposed projects that adequately addresses the increased demand on some areas of the Coastal Zone.

ACTION PLAN

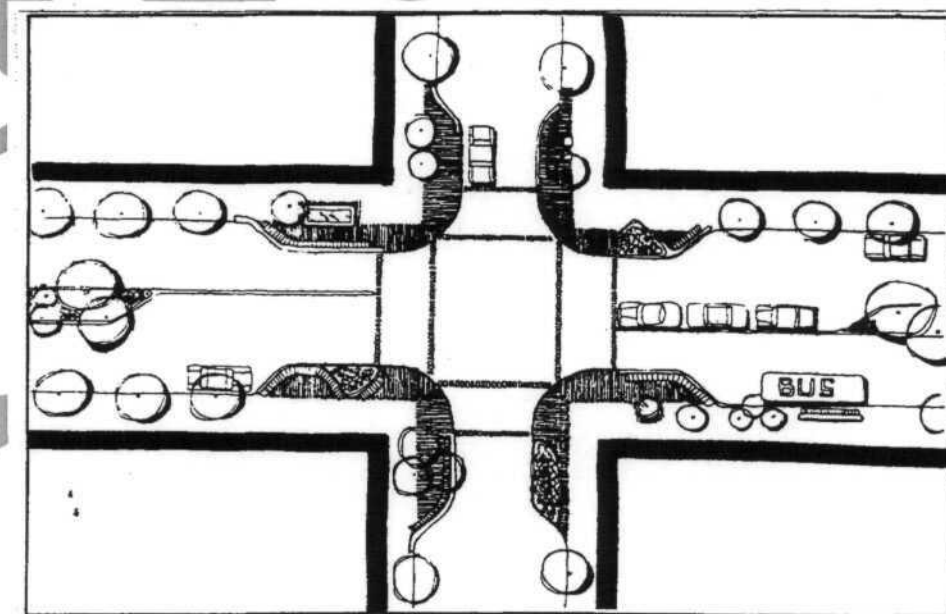
IMPLEMENTATION	ADOPT WITH PLAN	<u>TIMING</u>		RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
		WITHIN 5 YEARS	WITHIN 20 YEARS			
Implement circulation improvements with private development projects.	On-going			Planning Department Development Services Dept.	Cost Recoverable	Policies 1, 7 Recommendation 1
Develop a shuttle or feeder transit service to link with LRT.		•		MTDB	MTDB	Policy 2 Recommendation 2
Require projects processed under discretionary permits to design for transit, bicycle and pedestrian use.	On-going			Planning Dept. Development Services Dept.	Cost Recoverable	Policy 3 Recommendations 1e, 1h, 1j, 2b, 3
Consider reduction in parking regulations for projects employing transit-oriented development programs.		•		Planning, Transportation and Development Services Departments	N/A	Policies 4, 8, 9 Recommendation 4e
Improve the bikeway system as shown on Figure 14.	On-going			Transportation Dept., Traffic Engineering Division	City	Policies 5, 6 Recommendations 3a, 3c

PLAN RECOMMENDATIONS

The following recommendations are intended to relieve traffic congestion within the village area, pedestrian safety and enhance the overall de increase sign and appearance of public streets within La Jolla.

1. STREET IMPROVEMENT:

- a. Improve the entryways into La Jolla with landscaping that does not obstruct identified public views and signs. Install median landscaping on such major streets as Ardath Road, La Jolla Mesa Drive, Soledad Mountain Road and La Jolla Boulevard, where feasible, in accordance with safe engineering practices. Identify locations along local streets such as La Jolla Scenic Drive South and Girard Avenue, where median landscaping would be appropriate in enhancing the appearance of these streets. Retain the existing landscaped medians at La Jolla Scenic Drive North and at North Torrey Pines Road.
- b. Install landscaped traffic islands where feasible within the village area in order to help channel traffic through these areas and to improve the aesthetics of the street.
- c. Widen the sidewalks at intersections such as Girard Avenue and Silverado Street without removing existing on-street parking in order to allow pedestrians a better opportunity to cross the street and to accommodate pedestrian related amenities such as bike racks, park benches and pedestrian-oriented landscaping and tree plantings (see Diagram A).
- d. Provide decorative paving in crosswalk areas in the commercial districts.
- e. Implement the streetscape design guidelines of the 1990 Vista Project. The Vista Project is a design master plan for the La Jolla village area that



Example of Girard and Silverado Avenues

Diagram A

proposes coordinated street improvements such as decorative paving, sidewalk landscaping, street lighting and furniture recommendations for Silverado Street, Girard Avenue between Prospect Street and Pearl Street and Silverado Street. For improvements at "The Dip" area on Prospect Street between Girard Avenue and Herschel Avenue, do not involve elimination of any street parking, other than for operational requirements such as medians or fire access unless it is replaced.

- f. Provide promenade improvements such as street furniture, kiosks, planters, directional signs, sculptures and fountains that are consistent with the character of the commercial area.
- g. Review and periodically update traffic signal timing and coordination to ensure maximum efficiency of traffic flow in the community.
- h. With the exception of ramps for the disabled, curb cuts and drive-throughs are not recommended on pedestrian-oriented streets, such as Prospect Street, Girard Avenue and Wall Street.
- i. Accommodate traffic levels that are projected to occur at build-out of the community.

The following intersection improvement has been approved by City Council: Reconfiguration of the Torrey Pines Road, Ardath Road, La Jolla Shores Drive and Hidden Valley Road intersection.

- j. Improve signs identifying bicycle and pedestrian routes to facilitate public access to the coast.

- k. Consider one-way couplets as a method to improve vehicular traffic flow.

2. TRANSIT:

- a. MTDB should evaluate a shuttle bus system that would provide service to central La Jolla from peripheral parking areas and the proposed LRT line within the Interstate 5 corridor.
- b. Require commercial redevelopment along transit routes to provide landscaping and passenger waiting areas at transit stops within the public right-of-way. Consider and maintain attractive kiosks at key pedestrian nodes and transit waiting areas with input on the design of these kiosks and transit waiting areas from the community planning group.
- c. Encourage shuttle service through La Jolla to the beach and recreational areas in order to help relieve traffic congestion in the village and public recreational areas.

3. BIKEWAYS:

- a. Implement the City's Bicycle Master Plan that provides user friendly, safe and continuous bicycle access throughout La Jolla, for both leisure and work-oriented trips. Develop a coordinated system of bikeways linking important destinations, such as commercial areas, transit stops, employment centers, schools, other community facilities, and adjacent communities. La Jolla's bikeway system is shown on Figure 14.

Bikeway standards are shown in Figure 15.

- b. Ensure that commercial redevelopment projects provide an appropriate number of bicycle racks, lockers and other storage facilities for users of these commercial services.
- c. Design bikeways so that they do not harm the geological stability of coastal bluffs or create a need for shoreline protection.
- d. Provide public off-street parking facilities, as appropriate, and review all available options for implementing these facilities, including in-lieu parking fees, parking assessment districts and other forms of public financing, in order to accommodate existing (and future) parking deficiencies in the central commercial and the La Jolla Cove areas.

4. **PARKING:**

- a. Pursue programs with the University of California, San Diego, to reduce the impacts of on-street parking by students and staff in the residential areas of the community that surround the University, provided however, that elimination of street parking (through red-curbings or other means) that is available for beach access will not be permitted, other than for operational requirements such as medians or fire access, unless it is replaced.
- b. Implement a comprehensive coastal access parking plan for the village area that will relieve the impacts of office parking in residential areas, encourage the retention of all on-street parking, and encourage use of existing parking structures and surface lots within the commercial area.
- c. Locate surface parking areas at the rear of buildings, with ingress and egress from the alley. Surface parking areas should be screened from view by using trees, shrubs or walls appropriate to the character of the area.

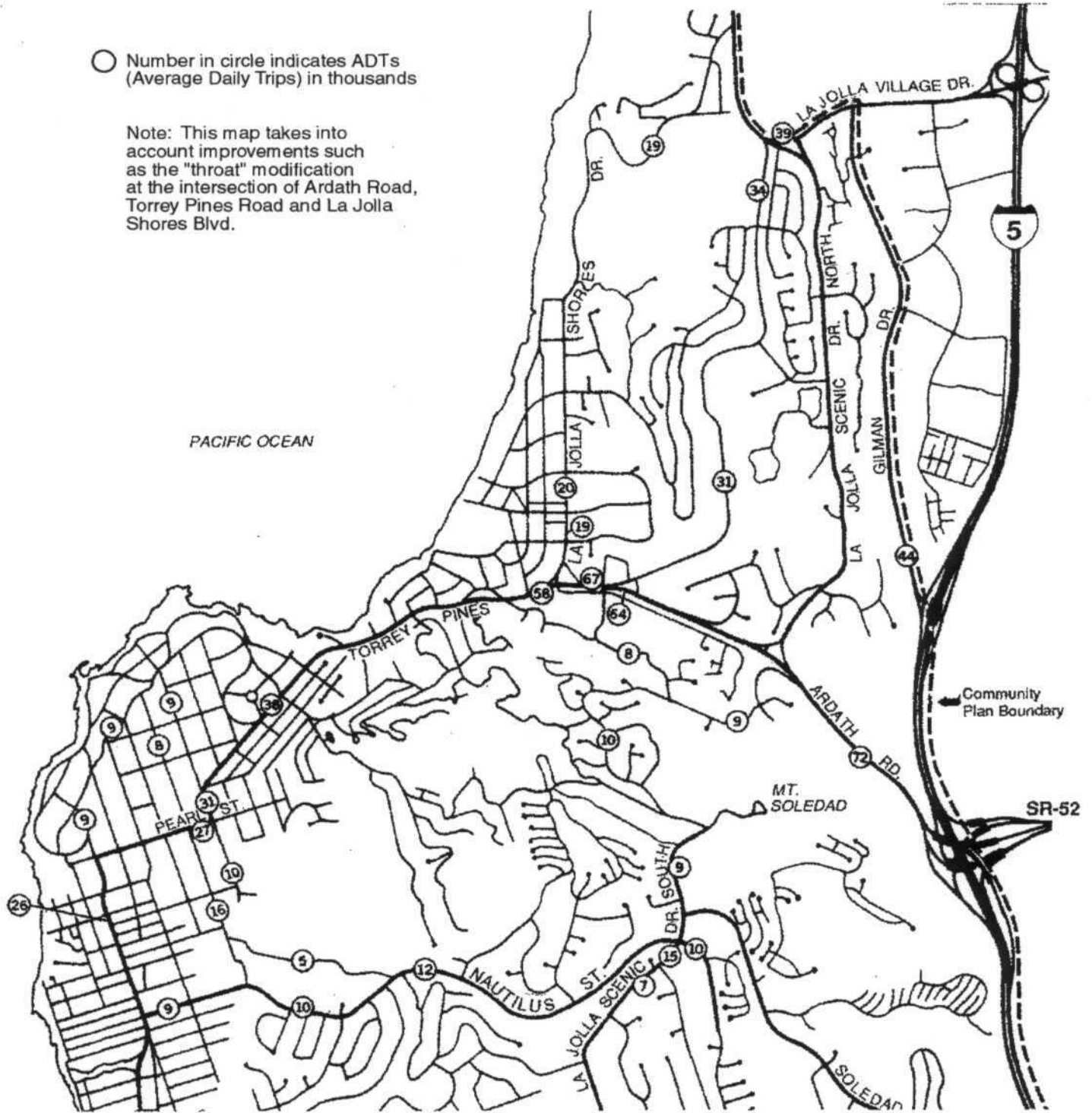
Where new public parking structures are developed, employ uses such as retail or office on the street-facing ground floor of the structure in order to maintain the pedestrian orientation of the sidewalk. If the site has no alley access, vehicle access may occur on the street-facing facade. At the upper levels of the street-facing facade of any parking structure, provide a facade that presents an enclosed face, similar to that for office use.

In a 2002 Visitor-Oriented Parking Facilities Study prepared for the City, potential parking lot/structure sites were identified and are shown in Appendix K. These identified sites are not limited to development as parking facilities.

- e. Require that all proposed development provide adequate parking per the Coastal Parking regulations of the Land Development Code. This required parking should take into account the additional parking needs of Beach Impact Areas, as well as the required prohibition of curb cuts where there is alley access, in order to retain and enhance publicly-accessible street parking.

○ Number in circle indicates ADTs (Average Daily Trips) in thousands

Note: This map takes into account improvements such as the "throat" modification at the intersection of Ardath Road, Torrey Pines Road and La Jolla Shores Blvd.



Future (Buildout) Summer Weekday Traffic Volumes



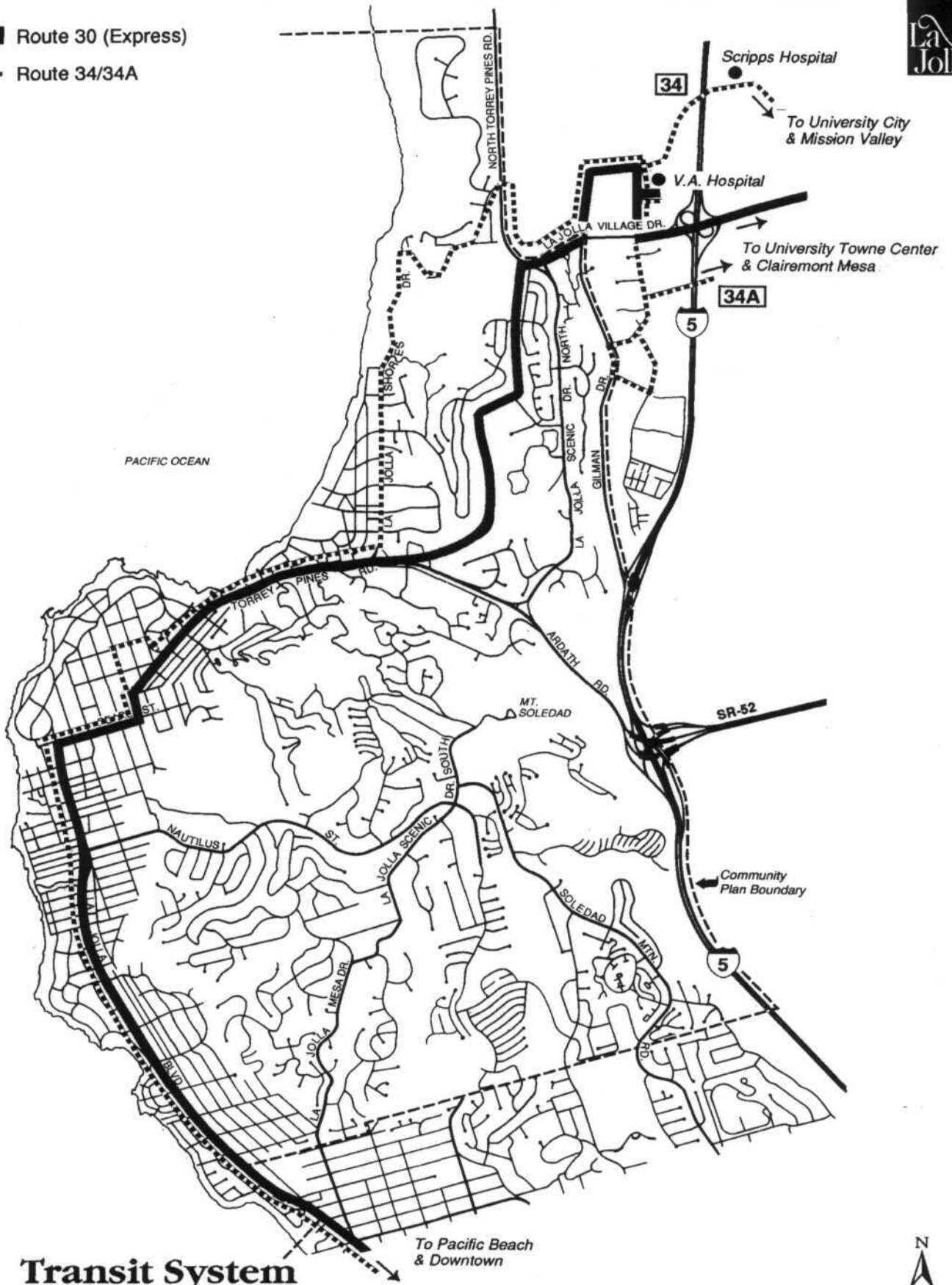
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Figure 12



Route 30 (Express)
Route 34/34A



Transit System



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Figure 13

Existing Bikeways

- Class I
- Class II
- Class III

Proposed Bikeways

- Class I
- Class II
- Class III

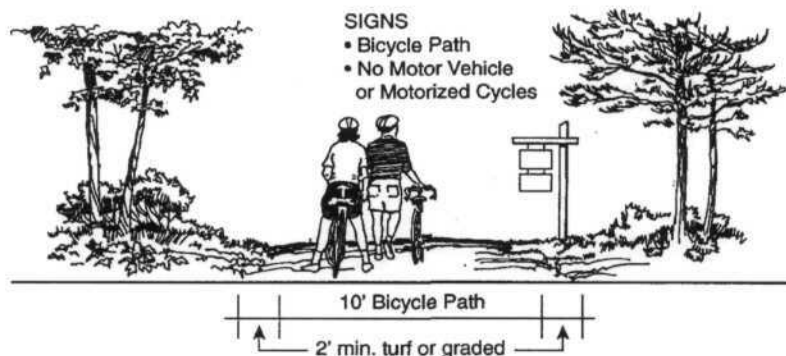


Existing & Proposed Bikeways



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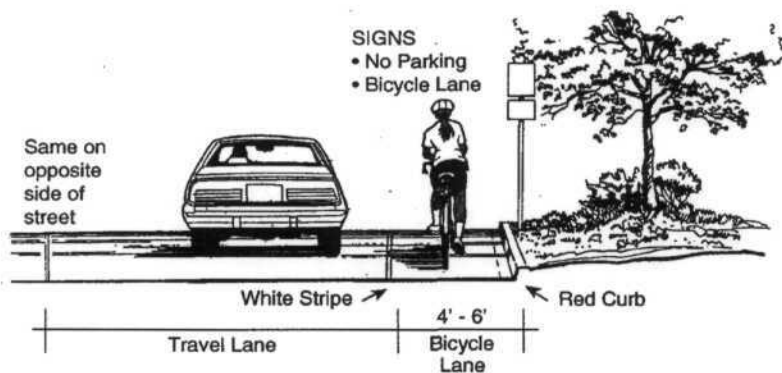
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CLASS I
(Typical location – open space)

Bicycle Path

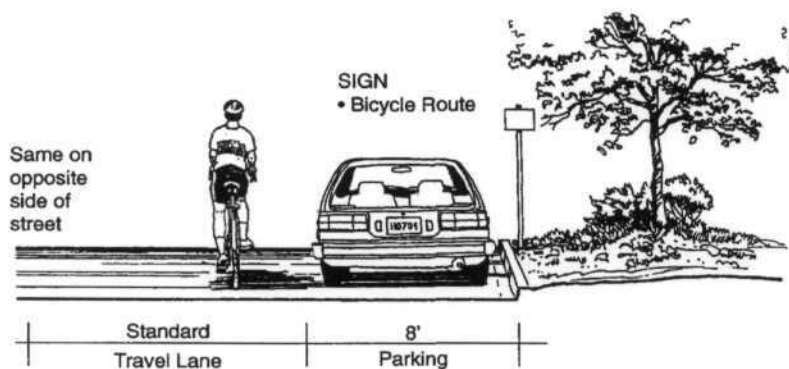
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
(Typical location – major street)

Bicycle Lane

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement marking.



CLASS III
(Typical location – neighborhood street)

Bicycle Route

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.

Bikeway Standards



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Figure 15

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RESIDENTIAL LAND USE

Residential Designations
Community Character
Hillside Development
Development Near Coastal Bluffs
Geologically Unstable Risk Areas
Balanced Communities

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